

INFORMATION REPORT

CD NO. 25X1A

COUNTRY Hong Kong/China

DATE DISTR. 7 Aug 50

SUBJECT 1. CMSNC Ships in Hong Kong
2. Communist Shipment from
Hong Kong to Tientsin

NO. OF PAGES 2

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NO. OF ENCLS.
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DATE OF INFO. [REDACTED]

SUPPLEMENT TO REPORT NO. 25X1X

1. The China Merchants Steam Navigation Company (CMSNC) in Hong Kong has been ordered by the Chinese Communist authorities to sail all 13 of its vessels* from Hong Kong to Communist-occupied ports. Several Communist agents were sent to confer with the leading workers on the ships, and on 20 June 1950 the seamen were instructed to prepare for departure from Hong Kong.
2. The cadres who talked to the seamen of the CMSNC ships pointed out that the latter have received from the Chinese Communists since January 1950 monthly payments amounting to 600,000,000 Jen Min Piso**. In view of this large sum of money, the seamen should not refuse to sail the vessels to the Chinese mainland when this becomes necessary. The cadres further stress the point that victory is in the hands of the Chinese Communists. By way of strengthening their appeals, the cadres have been cleaning the armaments on the vessels in a somewhat menacing manner.
3. In preparation for the departure of the CMSNC ships from Hong Kong, HK \$200 were given to each member of the seamen's families, all of whom are to be sent to Shanghai. On 4 July 1950 the seamen gave a farewell party to their families. It was anticipated that four of the ships would leave Hong Kong shortly after the families had left for the mainland.
4. The landing craft, MING No. 302, which left Hong Kong on 11 July, was under the control of 11 technicians who came from the mainland for the purpose of the takeover. They threatened to lock up any seamen who refused to obey their orders for sailing the ship.
5. On 22 June 1950 a freighter, the T'AI HSING (泰興), formerly the LO-PO-MI-SHIH of Ma Leh and Company***, arrived at Hong Kong from an unknown port, with a full cargo of Chinese drugs, silk products and peanuts. The vessel sailed for Tientsin on 27 June with a load of steel plate, iron bars, and gunny sacks purchased by the Communists in Hong Kong. The capacity of the ship is 2,500 tons.

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CENTRAL INTELLIGENCE AGENCY

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25X1X [REDACTED] Comment. The names of the ships and their masters are as follows:

<u>Vessel</u>	<u>Master</u>
TSAI O (蔡金號)	CHU Sung-ts'ai (朱頌才)
CH'ENG KUNG (成功)	HSIEH Wei-liang (謝為良)
HAI HSIA (海廈)	WANG Chun-shan (王俊山)
HAI CHING (海京)	WANG Mu-mu (王木穆)
LIN SHEN (林森)	YANG Wei-ch'eng (楊維誠)
TENG YU (登禹)	CHU Kuang-sheng (朱廣生)
TENG CIEN (鄧鑑)	LIU Wei-ying (劉維英)
CHI P'ING (濟平)	CHANG Shih-kuei (張視規)
HAI HAN (海漢)	CHU Hung-chun (朱鴻鈞)
HUNG CHANG (鴻章)	TSAI Liang (蔡良)
CHIAO JEN (教仁)	LO Ping-chiu (羅秉球)
Landing craft No. 106	CHIN Hung-hsing (金鴻興)
Landing craft No. 302	CHUNG Hsi-hsing (鍾錫興)

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25X1A** [REDACTED] Comment. [REDACTED] reported that the monthly payment, including salaries and maintenance of the ships, was HK \$500,000.

25X1A** [REDACTED] Comment. The SS T'AI HSING, running between Macao and Amoy, was taken by the Chinese Communists in January 1950, and may be the ship in question. The former name was apparently a foreign one. Ma Leh and Company may be a phonetic attempt at Mollers, Limited.

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